

## EDITORIAL



Dear colleagues at sea,



**“Our business is your success” – you will all come across this slogan from time to time. It can be found on the sheets of our calendars and also on RHL’s web page. But what does it mean for our daily routine?**

In our company’s foundation and startup

phase, the founding management team developed „Our business is your success“ as a corporate philosophy. This motto should remind all of us, every day, of our commitment to service. Because yes, a ship owning company is a service provider for its customers, and our customers are primarily liner shipping companies from all over the world. Our customers’ satisfaction with Hamburger Lloyd’s performance, with our service, must therefore be a major concern for all of us. Because our customers will only be successful, and thus satisfied, if we provide excellent service.

This, in turn, means that every single one of us, no matter in what position, should always be aware that his or her individual occupation makes a major contribution towards satisfied, successful customers – which of course means a satisfied, successful Hamburger Lloyd!

So let us all approach this task attentively and carefully. Open communication, mutual consideration, diligence and a high degree of reliability are integral parts of a high-quality performance. And although mistakes can happen to any of us, let us definitely try to avoid them; mostly, this is easier than correcting them. Do not hesitate to remind your colleagues that we are all like cog wheels, interlocked in the large gear drive which is Hamburger Lloyd, working together towards success. So that, at all times, we can assure our customers that truly, **OUR BUSINESS IS YOUR SUCCESS.**

**In this spirit I wish you all fair winds and following seas.**

Hauke Pane  
Managing Director/Partner

## WLCM RIGA

### Wappen Reederei Riga joins WLCM Crewmanagement

WLCM Hamburg are very proud to announce the acquisition of a 50% stake in “Wappen Reederei Riga”. As from October 1st 2011, the company will operate under its new name, “WLCM Crewmanagement Riga”.

In view of the aims we set ourselves when establishing WLCM – full-range human resource management for our major clients, owners and crews – it was a logical step to become more involved with one of our main crew agencies.


Due to this corporate merger, the already existing synergies (like the use of a com-

mon crewing software) can be further developed, especially with regards to personnel selection, signing on/signing off preparation, renewal and revalidation of crew documents or services to crew members.

We will, of course, definitely continue to work with our other local agencies worldwide. The merger with the Riga office does not mean that other agencies or their crew shall be handled unfairly or in an inferior manner. We know that nothing can compensate for local knowledge, and we will uphold the collaboration with our partner agencies, and further rely on their professionalism and support.



**WLCM**  
CREWMANAGEMENT  
RIGA

**Welcome to the staff, WLCM Crewmanagement Riga! We are looking forward to working with you. **



RHL AURORA

CSAV VENEZUELA   RHL AUDACIA			HEINRICH HEINE   RHL ASTRUM			RHL AGILITAS			Rank	First name(s)	Surname
Master	Ljubomir	Karabaic	Master	Nathaniel P.	Nanglihan	Master	Nathaniel D.	Dallego	Master	Dimitar G.	Georgiev
Chief Officer	Florante I.	Nico	Chief Officer	Raul F.	Andres	Chief Officer	Salvador A.	Damaso	Chief Officer	Vitaliy	Davydenko
Second Officer	Artur	Savelyev	Second Officer	Chenvie E.	Go	Second Officer	Plamen H.	Petrov	Second Officer	Enoc J.	Micu
Third Officer	Erwin A.	Dulce	Third Officer	Emiliano Jr. N.	Novo	Third Officer	Benedic M.	Ramos	Third Officer	Elbert Jr. D.	Arriesgado
Chief Engineer	Andriy	Petrukhin	Chief Engineer	Ferdinand F.	Monakil	Chief Engineer	Mykhaylo	Ivashchenko	Chief Engineer	Ivo	Zec
Second Engineer	Elmore G.	Clavaton	Second Engineer	Magno Jr. R.	Fadrillan	Second Engineer	Thudawe H.	Dharmasekara	Second Engineer	Chaminda Kamal K.	Wanniarachchi
Third Engineer	Romans	Zemerovs	Third Engineer	Antonio A.	Pilapil	Fourth Engineer	Eduardo J.	Deseo	Third Engineer	Thalapitiya Palle	Somaveera
Electrical Engineer	Kahandawala	Perera	Electrical Engineer	Fortunato S.	Cabal	Electrical Engineer	Jose Jr. R	Leonen	Electrical Engineer	Mircea D.	Capota
Fitter	Lober A.	Cabanado	Fitter	Patricio H.	Maranan	Fitter	Jr. J.	Cardino	Fitter 1	Reynaldo C.	Mangabat
Cook	Jeric Bimbo N.	Asuncion	Cook	Jesus	Tubiera	Cook	Fernando M.	Adriano	Fitter 2	Antonio C.	Dolor
Bosun	Jessie G.	Buono	Bosun	Edilberto Jr. L.	Hautea	Bosun	Roberto C.	Franco	Cook	Fernandez J.	Sy
Able Seaman 1	Isabelo M.	Pioc	Able Seaman 1	Joselito M.	Nualla	Able Seaman 1	John W.	Torres	Bosun	Patrick D.	Romero
Able Seaman 2	Jay Karl Martin Jr. M.	Hernando	Able Seaman 2	Roberto T.	Cruz	Able Seaman 2	Noel C.	Labatorio	Able Seaman 1	Timoteo D.	Silan
Able Seaman 3	Shane E.	Sonogan	Able Seaman 3	Rizaldy M.	Alcaide	Able Seaman 3	Rogelio J.	Basco	Able Seaman 2	Russel G.	Equina
Ordinary Seaman 1	Aurelio J.	Andres	Ordinary Seaman 1	Gener B.	Diaz	Ordinary Seaman 1	Rowell G.	Motol	Able Seaman 3	Jayson P.	Cantimuhan
Ordinary Seaman 2	Denver S.	Tanigue	Ordinary Seaman 2	Christopher V.	Arandil	Ordinary Seaman 2	Marlon V.	Pasigue	Ordinary Seaman 1	Ranie J.	Montealto
Oiler 1	Jasper N.	Soliano	Oiler 1	Oliver F.	Pepito	Oiler 1	Rhey S.	Villanueva	Ordinary Seaman 2	Christian F.	Deloy
Oiler 2	Ali T.	Monje	Oiler 2	Tito E.	Fernando	Oiler 2	Carlos G.	Gepanayao	Oiler 1	Alexander B.	Nunez
Wiper	Reggie B.	Estepa	Messman	Ronald D.	Radovan	Messman	Noel	Quinopa	Oiler 2	Patrocino Jr. L.	Viernes
OS Catering	Joan	Dela Cruz							Wiper	Francisco A.	Dioso
									Messman	Edwin J.	Cabral
									Supernumerary	Henning R.	Sell
									Supernumerary	Tin H.	Chong
									Supernumerary	John	Larsen

# The ships' undertakers

## Chittagong is the final sailing destination

We are on location in Chittagong, Bangladesh, the country's second largest city. There are about 30 ship-breaking yards in and around Chittagong; for 200 ships every year, Chittagong is the final sailing destination.

The demolition yards are all located on 7 km of sandy beach near Fauzdarhat, about 15 km north-west of Chittagong. They are the heart of Bangladesh's ship-breaking industry; a total of 700 vessels annually are broken down throughout the country. During spring tides, the ships are beached at full speed ahead and then broken apart. The discarded vessels are an important raw material source; they cover 80% of the country's

demand for steel and provide jobs for 300,000 people.

The circumstances under which the workers labour – under abysmal health and safety conditions, and without social security of any kind – have been criticised by many a human rights organisation. Serious accidents occur on an almost daily basis, often resulting in loss of life. The workers are in constant danger, not only from suddenly falling ship's parts, explosions or deflagrations, but also from breathing a multitude of toxins such as Dioxin, Asbestos or Arsenic, which are released during the process of flame-cutting. Shorts, a T-shirt and no shoes are normal working clothes here; breathing



masks, safety shoes or helmets are only provided sporadically.


Most of the workers originate from the North of Bangladesh, an extremely poor region. Barefoot children, some just 12 years old, drag wire hawsers and chains ashore through the mudflats, or carry tons of Asbestos insulation from the ships with their bare hands. There are 8 Million child labourers in Bangladesh. The men and boys carry out jobs (like carrying massive steel



RHL AQUA			RHL FELICITAS			RHL FIDELITAS			RHL FIDUCIA		
Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname
Master	Sanath K.	Mahanama	Master	Josif	Zultanovskij	Master	Knut	Wolters	Master	Igor	Taran
Chief Officer	Atanas P.	Petrov	Chief Officer	Mykhaylo	Ostroglyad	Chief Officer	Jovito L.	Balabat	Second Officer	Antonio	Vrcic
Second Officer	Roberto J.	Nioko	Second Officer	Ovidiu F.	Dinicut	Second Officer	Vjeran	Ivanusic	Third Officer	Joraph M.	Tabal
Third Officer	Donald P.	Sator	Third Officer	Eduardo M.	Buenaventura	Third Officer	Nguyen T.	Long	Chief Engineer	Sergey	Semenov
Chief Engineer	Dejan	Subotic	Chief Engineer	Evgeny	Titov	Chief Engineer	Anatoliy	Dyachenko	Second Engineer	Ognyan R.	Kyurchiev
Second Engineer	Andrii	Nesterenko	Second Engineer	Dragan	Rosandic	Second Engineer	Slavko	Mandekic	Third Engineer	Zdravko	Radovic
Fourth Engineer	Michael B.	Yutiga	Third Engineer	Dennis D.	Villarama	Third Engineer	Weligamage R.	Deeptha	Electrical Engineer	Liyana P.	Pathirane
Electrical Engineer	Joel L.	Declaro	Electrical Engineer	Sherwin Roy A.	Dalu	Electrical Engineer	Francisco M.	Roberto	Junior Electrician	Bruno	Tadej
Fitter	Carlito F.	Bautista	Fitter	Ricky C.	Waniwan	Fitter 1	Eduards	Jocus	Fitter	Frenel A.	Calangi
Fitter	Elmer S.	Aquino	Cook	Bimbo G.	Sangalang	Fitter 2	Diego E.	Masiado	Cook	Albino P.	Morfe
Cook	Sergio F.	Oreta	Bosun	Estalin G.	Gabuya	Fitter 3	Esteban S.	Oguilla	Bosun	Wilfredo	Callo
Bosun	Catalino J.	Millado	Able Seaman 1	Andy Crisfel V.	Repolido	Cook	Nelson G.	Panganiban	Able Seaman 1	Santiago C.	Gonzales
Able Seaman 1	Arthur S.	Umlas	Able Seaman 2	Aaron Glenn E.	De Jesus	Bosun	Allan M.	Lutero	Able Seaman 2	Ruben S.	Bacton
Able Seaman 2	Ferdinand S.	Bacton	Able Seaman 3	Randy S.	Laguisma	Able Seaman 1	Richard D.	Zaraspe	Able Seaman 3	Reynaldo R.	Arpon
Able Seaman 3	Crisostomo A.	Monakil	Ordinary Seaman 1	Nomer M.	Daroy	Able Seaman 2	Michael E.	Novicio	Ordinary Seaman 1	Jose Vermond D.	Ortega
Ordinary Seaman 1	Heriberto T.	Agustin	Ordinary Seaman 2	Rommel P.	Montalban	Able Seaman 3	Jay B.	Ballesteros	Ordinary Seaman 2	Chito C.	Soriano
Ordinary Seaman 2	Felix R.	Ancheta	Ordinary Seaman 3	Alfie M.	Caimbon	Ordinary Seaman 1	Jeremias O.	Leopardas	Ordinary Seaman 3	Generlito C.	Calip
Oiler 1	Rolly G.	Galletes	Ordinary Seaman 4	John Gabriel T.	Juanga	Ordinary Seaman 2	Peter Ryan D.	Ramos	Ordinary Seaman 4	Johnson U.	Dulawan
Oiler 2	Chris T.	Matarong	Ordinary Seaman 5	Jose Edwin B.	Almenseo	Ordinary Seaman 3	Mark Ian P.	Flores	Ordinary Seaman 5	Joerex E.	Ramillete
Wiper	Rhian	Distor	Oiler 1	Ramon Nonato Jr. O.	Patricio	Ordinary Seaman 4	Ramil J.	Alejandro	Oiler 1	Jovic Q.	Piape
Messman	Pedro A.	Mamac	Oiler 2	Romeo C.	Barnachea	Oiler 1	Rogelito N.	Pacada	Oiler 2	Crisanto W.	Maranon
			Wiper	Sunny Jr. Z.	Raquel	Oiler 2	Madizon O.	Villegas	Wiper	Allan V.	Maranon
			Messman	Edwin L.	Basco	Wiper	Felipe Jr. A.	Abellameda	Wiper	Salvador T.	Lapidez
						Messman	Christopher G.	Ramos	Messman	Mark Vicente E.	Casibu
						OS Catering	Laurence R.	Bautista			

plates) that should get handled by machines, as is the case in industrialised countries.

The International Maritime Organisation (IMO) is trying to establish worldwide rules for the breaking down of ships. For this purpose, it passed the Hong Kong International Convention in May 2009. According to this new set of rules, every vessel will be issued a "Green Passport", which must include a list of all built-in materials hazardous to the environment and/or the health of the workers involved in the breaking-up of the ship. On the other hand, the ship-breaking yards are required to compile a detailed plan for every vessel to be demolished, including the intended method of handling each listed noxious material. Currently objects on board – from generator to crockery – are to be auctioned, and the buyer is to collect the items, which are mostly re-sold, out of the vessel himself.

The workers live on site. There are no showers, no facilities for washing their clothes, only the Bay of Bengal. They hardly ever see their families; a journey to their home village takes several days and costs several days' salary. Most of these workers dream of owning their own riksha – but to afford one, they will have to labour as "undertakers" on a ship-breaking yard for ten years or more. 

Source: WDR, "Die Totengräber der Schiffe", by Bong Nam Park; Wikipedia

# Keel laying & Steel cutting

## Two ceremonies für M/V "Concordia"

### Keel laying

On June 07 2011, the keel laying ceremony of SS1182, to be named "RHL Concordia", took place at Shanghai Shipyard, Chong Ming Island.




#### The ceremony was attended by:

ASI Broker Mr Liu Wei, CSTC D. M. Mr Zhu Guozhu, CSTC G. M. Mr Lin Feng, RHL Technical Director Mr Michael Brandhoff, WE Marine Trainee Mr Erik Lumm, SSY G.M. Mr Hui Ming, RHL M.D. Mr Hauke Pane, RHL Site Manager Mr Stefan Schindler, Site Office Machinery Surveyor Mr Zhu Jialin, ASI Broker Mr Zhou Zhong, GL Deputy District Manager Mr Tong Wenhuan, GL Chief District Manager Mr Wei Donghua (back row from left to right);

SSY Project Manager Ms Ellen Zhu, WE Marine G.M. Mr Chen Hao, SSY Vice G.M. Mr Wang Qi (front row from left to right).

### Steel Cutting

On Monday, August 15th 2011, the first steel plate for hull newbuilding H1025A (M/V "Concordia") was cut at JiangNan Shipyard, ChangXing Island, Shanghai, China.

For RHL, Mr Ye Yong and Mrs Margaret Schindler were present at the ceremony. 



Mrs Margret Schindler pressed the button.



EILBEK			REINBEK			FLOTTBEK			BARMBEK		
Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname	Rank	First name(s)	Surname
Master	Igor	Gudzij	Master	Tomislav	Jurakovic	Master	Marinko	Milotic	Master	Oleg	Taran
Chief Officer	Damir	Karlovic	Chief Officer	Dmitrij	Secin	Chief Officer	Nikolay P.	Nakov	Chief Officer	Ciprian D.	Dorneanu
Second Officer	Stanislav K.	Kaludov	Second Officer	Mark Giovanni H.	Cortez	Second Officer	Roan R.	Gonzaga	Second Officer	Robert H.	Villaflores
Third Officer	Vladimir	Gulyaev	Third Officer	Vladimir	Vakhomchik	Third Officer	Dimitar Z.	Zhivkov	Third Officer	Richard O.	Furton
Chief Engineer	Georgi	Radev	Chief Engineer	Igor	Guriakov	Chief Engineer	Eduard	Konoshenko	Chief Engineer	Igor	Mukhamadeev
Second Engineer	Pavel	Gladkikh	Second Engineer	Felix P.	Figuroa	Second Engineer	Ireneo	Abuyen	Second Engineer	Gerry T.	Tayamora
Third Engineer	Enrico T.	Medina	Third Engineer	Nelson P.	Panes	Third Engineer	Hezron L.	Valenzuela	Third Engineer	Carlos Jr. D.	Torres
Electrical Engineer	Stephen S.	Sinloc	Electrical Engineer	Adrian	Lemnaru	Electrical Engineer	Gistex E.	Flojemon	Electrical Engineer	Alejandro Jr. A.	Biago
Fitter	Romeo R.	Mendoza	Fitter	Renato C.	Tornea	Fitter	Harry C.	Clamonte	Fitter	Rolando G.	Llanita
Cook	Justo B.	Barce	Cook	Joel T.	Ido	Cook	Darwin	Lupena	Cook	Alano M.	Lumanao
Bosun	Antonio Jr.	Melegrito	Bosun	Dennis M.	Mangabat	Able Seaman 1	Amando P.	Torres	Bosun	Selderico Ili S.	Jover
Able Seaman 1	Jesus G.	Umlas	Able Seaman 1	Reagan S.	Villanueva	Able Seaman 2	Jovie P.	Panes	Able Seaman 1	Richard A.	Lim
Able Seaman 2	Robel J.	Panaguigon	Able Seaman 2	Rolando H.	Campos	Able Seaman 3	Elmar B.	Quimno	Able Seaman 2	Eddie A.	Laguisma
Able Seaman 3	Henry S.	Cordova	Able Seaman 3	Ricardo S.	Hijanda	Ordinary Seaman 1	Angelo D.	Paye	Able Seaman 3	Giovanni.	Langamon
Ordinary Seaman 1	Tyrel G.	Natuno Loyvir	Ordinary Seaman 1	Mark John B.	Java	Ordinary Seaman 2	Virgilio B.	Catindig	Able Seaman 4	Ronnie R.	Basco
Ordinary Seaman 2	Enrique L.	Luarca	Ordinary Seaman 2	Fernando J.	Josoy	Bosun	Gedion C.	Del Rosario	Ordinary Seaman	Libby M.	Gadudo
Oiler	Jerry M.	Bag-Ao	Oiler	Lolindo A.	Rigodon	Oiler	Esmeraldo L.	Ersan	Oiler	Joe Eric E.	De La Cruz
Messman	Leonardo P.	Laus	Messman	Rodrigo J.	Navaja	Messman	Arnaldo V.	Atienza	Messman	Roberto C.	Cipriano

# From the A-class to “BEK”-ships

## The meanings behind our vessels’ names

**The A-class**  
(1.732 TEU/21 kn – with two cargo cranes)

These ships’ names start with an “A” because they were the first in our fleet – “A” as in “Anfang” (German for “beginning”).

- RHL Agilitas – ‘mobility’
- RHL Aqua – ‘water’
- RHL Audacia – ‘boldness’  
(chartered by CSAV as Venezuela)
- RHL Aurora – ‘dawn’ or ‘daybreak’
- RHL Astrum – ‘star’ or ‘immortality’  
(chartered by MAERSK as Heinrich Heine)

**The C-class**  
(4.620 TEU/23 kn – post panamax beam)

These vessels are our newbuildings. Their names start with a “C” because they represent the compact line and run of these vessels, with their beam of 37,2 m the vessel can load at 12,50 draft 3.600 TEU at 14ts, that’s about 25% more intake than a similar Panamax Container Vessel.

- RHL Conscientia – ‘knowledge’ or ‘conscience’
- RHL Concordia – ‘agreement’
- RHL Constantia (abt. 10/2011) – ‘regularity’
- RHL Calliditas (abt. 12/2011) – ‘skillfulness’

**The F-class**  
(5.100 TEU/25 kn)

These ships’ names start with an “F” because they are with a maximum speed of 25 knots the fastest in our fleet.

- RHL Felicitas – ‘happiness’
- RHL Fidelitas – ‘faithfulness’
- RHL Fiducia – ‘confidence’



**“BEK”-ships (1.600 TEU/20 kn)**

The names refer to suburbs and districts of Hamburg. Reinbek is a suburb in the

South-East of Hamburg. Eilbek, Flottbek and Barmbek are districts of Hamburg and located at rivers and canals flowing directly into the river Elbe.



# A glimpse into a sailor's world

## The crew and their families were reunited onboard RHL Astrum

**Some people wait a long time in their lives to experience what I had experienced; getting on board a ship.**

As I gazed from afar, M/V RHL-ASTRUM, rode atop the waves regally and gracefully. I remember the feeling of curiosity I felt when I saw that ship, for it was quite a sight! Yet, anxiousness and nervousness quickly settled in my mind, but I quickly brushed it away, replacing it with the relieving emotion of anticipation.

While on our way to the ship, I asked myself questions like, 'how was it going to be like?' or 'what experience will I have here?' though the answer was probably waiting for me onboard. As it looms closer, I felt the rush of excitement and as I went up the ladder that leads to the deck, there we are quickly reunited with our loved ones. That was the moment I thought was the most special, seeing our efforts and patience finally paid off... and everybody was overcome with indescribable happiness.

After that heartfelt reunion, everybody went into the dining hall to partake into a sumptuous feast and got acquainted with the crew and their family as well. Soon enough, we were all laughing with each other. And I'd noticed how the crew was close together, you could see it in the way they joke, the way they talk, and that they're so comfortable with each other. And when I thought it couldn't get any better, it did! We were given a tour of the

ship. And I get to see how the ship works. We've been to the different part of the ship, the deck, the engine room and the most exciting part; the bridge where my daddy,



the captain works. I have now discovered that when one is aboard a ship, there is a whole new vocabulary to learn, like port is left; and starboard is right. The bow is in the front of the ship while stern is the rear. Galley is the kitchen; and walls are bulkheads. And a ship is always called a she, not it, for some reason or tradition that I still hadn't fully known about.

The next day, Dad announced that we will leave Sasa port, and we'll be shifting to Sumifru port in the afternoon and we're invited to watch it at the Bridge. When the pilot arrived, there was a brief conversation between him and dad, and shortly after they begin to command on what to do about the ship's position. As the engine starts, there was this strong vibration felt but only lasted for a short while, then I noticed we were already sailing smoothly towards our destination. Being onboard a moving ship gave

me a strange feeling I hadn't experienced before, it almost felt like flying, although what we were doing was probably gliding through the water.



While most of us would have thought that switching the power was as easy as flicking a switch like what I had thought before, but seeing all the not-so-easy-as-pie procedure involved in driving a ship made me realize that I am grateful that my dad exerted the effort to take this really hard job to make both ends meet. It was really a tremendous job working on a ship; and I'm really proud of my "daddy captain" and his crew!

My brief glimpse into a sailor's world opened a new door of appreciation from me to men and women across the country and to the world brave enough to explore the adventurous yet unknown world of seafaring. It made me feel proud that this fine ship is commandeered by hardworking Filipinos. Mabuhay to sailors everywhere! 🚩

**Glenielle Maye Nanglihan (11 years)**



## M/V "RHL Astrum"

M/V "RHL Astrum" (formerly "Heinrich Heine") in the process of undocking in Singapore. During her regular five-yearly class docking, she was renamed "RHL Astrum" and repainted in the RHL colours. She has been trading between Northeast and Southeast Asia for MCC Transport since August 2011. 🚩

# Company Outing 2011

## – RHL and WLCM afloat

In the afternoon of cloudy Friday, June 17th 2011, the office staffs of RHL and WLCM went on their annual company outing. Everybody met up in RHL's conference room to kick off the fun part of the day with a first drink and a speech by Mr Pane. Soon it became apparent why everyone had been asked to bring along a change of clothes and a towel: It was not only due to a nasty weather forecast, but because the RHL staff had organized a two-hour canoeing tour through the tributary system of Hamburg's Alster river, concluded by a follow-up barbecue.

(brick), or a "Zweig" (branch of a tree). One team even collected a "Zaunpfahl" (fence post), which they found at the waterside. In another task, the teams had to estimate the height of the Astratum (68 metres). They were also asked to collect 0.752 litres of Alster water (in this case, the canal water was meant, but "Alsterwasser" is also the Hamburg word for a "Shandy", a drink which is a mix of beer and lemonade).

When we had covered about half the distance, we reached a lock. Unfortunately it was not passable with our canoes, so we



„RHL Aurora“ the winner team



RHL and WLCM office teams

First, Mr Pane and Ms Schulz divided the staff into eight different teams of three persons, every team named after one of the RHL vessels. They then each received a water-resistant bag sponsored by the Warburg-Bank, an envelope with a secret content, an RHL Flag, a label with the team's name, as well as packed lunches and sweets.

We boarded the canoes at an embarkation point in Winterhude. Every canoe was labeled at the bow with the respective team's name. After boarding, we were finally allowed to open the mysterious envelopes. Inside were a number of challenges and assignments for the team, which had to be solved while rowing through the natural canals of the Alster. After the teams had got their bearings, they could set off and start completing their tasks. For example, the teams were requested to find an object beginning with a "Z", e.g. a "Ziegelstein"

had to carry them, big and heavy though they were, to the other side. Up a hill, across a street and down the hill again. After such turbulences we were all happy to continue our voyage and greatly looked forward to the barbecue – and up to the sky, where huge dark clouds were coming closer...

Shortly before we reached our destination, the "RHL Agilitas" team suddenly lost control over their canoe and capsized due to wrong paddle handling (despite the management of our two technical superintendents, who were both on board!). Lucky for those who had brought a change of clothes, as the accident happened right opposite the parked cars.

Half an hour later, all of RHL's miniature "fleet" had arrived at the destination – one team, wearing a fresh change of clothes, from "ashore", the others via the water, as

intended. Meanwhile, a catering service had started preparing a wonderful barbecue and salad buffet on the so-called "Alsterwiesen", the "Alster Meadows", a park right on the water's edge, which is where we arrived.

After dinner, Mr Pane and Ms Schulz evaluated the quiz the teams had completed while canoeing. Another challenge had been to write alternative lyrics to the tune of the German song "Eine Seefahrt, die ist lustig". Every team had to sing their song. Following the evaluation and the song presentations, Mr Pane announced the three winning teams. Third place was made by "RHL Felicitas" (Mr Goertz, Ms Juettner and Ms Peters), who received an RHL umbrella as a prize. "RHL Astrum" (Ms Laabs, Ms Beinsen and Mr Faridi) came second and the team members were awarded shopping vouchers for an electronics retailer. First place was won by "RHL Aurora" (Mrs Rosorius, Ms Grue-now and Mr Koleczko), who were rewarded with shopping vouchers for a well-known German department store chain. Well done!

Luckily, the sky had cleared in the meantime, and the afternoon was continued with fun conversations, drinks and sweets, in a very relaxed atmosphere.

At about 8:00 p.m., we cleaned up and – happy and satisfied – left the "Alsterwiesen". This year's company outing can only be called a success, including the weather – in the end, it did not rain all day. ☒

Sallar Faridi, Marlen Schippmann, Merle Snater

## A visit onboard M/V "Barmbek"

When RHL's MD Hauke Pane and CFO Stefan Koleczko visited M/V "Barmbek" on July 14th 2011, Chief Cook Alano Lumanao presented them with a lovingly baked cake, beautifully decorated with the RHL logo, for WLCM's and RHL's office teams. This was a truly successful surprise, and it managed to light up every-body's faces on this otherwise rainy day in Hamburg. 🚩



### EDITOR'S NOTE

Dear colleagues on land and on board,

Keeping our newsletter informative, interesting and original is very important to us. Any suggestions, be they on a specialized or general topic, ideas for quizzes and competitions or even reports on some special event on board or on land would be very welcomed. And should any of you fancy putting pen to paper, or have taken some nice photos, we'd be glad to hear from you. Just send your contributions to:

[thebridge@hamburger-lloyd.de](mailto:thebridge@hamburger-lloyd.de)

We'd be equally happy to receive any photos for our next calendar 2012.

The editor



### EATING & DRINKING

## "Kartoffelauf" – potato casserole

For four people  
Ingredients:

- 800 g potatoes
- 200 g onions
- 3-4 cloves of garlic
- 400 g red and yellow bell peppers
- 4 tbsp cold pressed olive oil
- 300 g tomatoes
- sea salt
- 20 g unripe spelt grain
- 2-3 tbsp each fresh parsley, marjoram and thyme
- black pepper, freshly ground
- 300 g mozzarella
- 40 g parmesan
- 1 tbsp breadcrumbs
- butter for the casserole dish

1 Boil the potatoes in their skins, leave to cool, peel and cut into thin slices. Cut onions, bell peppers and tomatoes into cubes, finely chop the garlic.

2 Heat oil in a frying pan and gently sauté the onions, bell peppers and garlic for about 8 minutes.

3 Season the vegetables and add the tomatoes, spelt and herbs.

4 Put half of the potatoes in the buttered casserole dish, spread the vegetables over them and put the rest of the potatoes on top like tiles.

5 Cut the mozzarella into cubes, grate the parmesan, and cover the casserole with the cheese and breadcrumbs.

6 Bake for approximately 25 minutes at 200°C in the middle of the oven.

Bon appétit





# Susann Grünow (26)

## Crew Operator



Susann was born and grew up in Dresden, a lovely city beautifully situated on the river Elbe. After her 'A'-levels, she trained as an "Assistant for International Tourism", moved to Berlin and spent three years working for different service agencies. In search of broader international experience, she took on a contract as a receptionist aboard an AIDA cruise vessel, sailing the Mediterranean, Baltic and North Sea, as well as the Persian Gulf and the Arabian Sea, all the way to India. Her last posting was as 2nd Crew

Purser, responsible for 610 crew members and their personal and financial well-being. On board, she got to know her partner, a Chief Electrician, and decided to quit her seawoman's life after five contracts and 2.5 years at sea.


When the opportunity arose for Susann to join WLCM's team, she says she could not refuse. She has since fallen in love with Hamburg – which, like her home town Dresden, is beautifully situated on the river Elbe, only several hundred miles further downstream.

In her free-time, Susann enjoys visiting her friends throughout Germany, or simply relaxing in her apartment, which is right beside the city-traversing Alster river.

#### Likes:

- deep conversations
- sunsets at sea
- Italian coffee
- uncomplicated, undelayed crew changes

#### Dislikes:

- unconstructive criticism – criticizing decisions without offering helpful suggestions
- unreliable, untrustworthy people 



## IMPRINT



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## Welcome – Leaving – Birthdays

#### Welcome aboard the RHL team:

- **Technical Department**  
**Angelika Hübner**, Technical Assistant
- **Crewing Company (WLCM)**  
**Katrin Peters**, Crew Operator

#### Signed off:

**Mr Jan Panitzki**, Managing Director of RHL's sister company Wappen Reederei, has decided to steer his career in another direction and accept new professional challenges. He will leave the group on 30th September 2011. The RHL Management and the RHL team regrets this decision, but would like to thank Mr. Panitzki for many years of excellent collaboration, and wish him all the best for a successful future.

## Birthdays

#### We would like to congratulate:

- **Captain Mr Shipilov**  
on his 45th birthday (21.09.1966)
- **Captain Mr Weiner**  
on his 40th birthday (06.08.1971)
- **Chief Officer Mr Goloborodko**  
on his 35th birthday (01.10.1976)
- **Chief Officer Mr Loyola**  
on his 50th birthday (29.10.1961)
- **Chief Engineer Mr Petrukhin**  
on his 50th birthday (05.08.1961)
- **Chief Engineer Mr Podvalnyj**  
on his 50th birthday (06.09.1961)



## Picture Puzzle

#### The winners of the last picture-puzzle are:

**Mrs Stefanie Bock**, RHL-Office Hamburg  
**Mr Joachim Breuer**, M.M. Warburg & CO  
**Mr Hendrik Busshoff**, RHL-Office Hamburg  
**Mr W.K.C. Kamal**, 2nd. Engineer RHL Aurora  
**Mrs Maria Stojanoski**, RHL-Office Hamburg  
**Mr Nguyen Long Thanh**, 3rd Mate RHL Fidelitas